







## The Edmonton Bulletin

Published every legal morning by Edmonton Publishers, Limited, at The Bulletin Building, 8841 Jasper Avenue East, Edmonton, Alberta, Canada. G. B. Meighen, President; A. H. Alway, Managing Director.

## SUBSCRIPTION RATES

In Edmonton  
Delivered by Carrier, Daily ..... 25c week  
By Mail ..... One month, \$1.00  
In Canada, Daily ..... \$2.00 \$4.00  
In United States, Daily ..... \$3.00 \$4.50

The date of expiry of your subscription appears daily on your copy of the newspaper. Papers sent from your Post Office after expiration is our authority to continue the subscription.

TUESDAY, JUNE 2, 1925.

## VICTORS STILL

The Minneapolis Ascensionals shared the fate that befell so many other teams which came to try conclusions with Edmonton's world champions in basketball. The visitors were plainly out-matched, and stood no chance of carrying off the international title. In that also they have the consolation of knowing that they fared no worse than some earlier conquerors. The Grads will still stand second in their class, though lands still in possession, and never seriously threatened.

Without wishing them any hard luck it may be hoped that next winter somebody somewhere will get together a team than can give the Grads a real contest. That is all that is wanted, else is what there needs at this juncture. No organization, for sport, business or war, can keep form without having to fight. That the Grads have been able to maintain their pace profitably without real rivalry is more remarkable even than the long string of victories they have achieved.

## PRE-PAYING TAXES.

As a result of accepting payment on the instalment plan the city has already got in a half million dollars or more of the taxes for the year. The money is thus in hand before the heavy spending season is far advanced, and a goodly amount is available for the payment of interest on loans, which in turn operates to keep down the size of the bills. The response to the call for the first instalment is encouraging, and gives hope that the amount to be carried forward at year-end at the end of the year will be smaller than last year.

The instalment plan makes paying easier. It also induces people to try to pay. Perhaps the latter, rather than the former, is the chief merit of the scheme. Enterprising business concerns have found that they can increase sales by offering a scheme for paying portions than by demanding the whole price of a costly article down. The city is selling service to the property-owners and the payers of other kinds of taxes. The taxes represent the price of the service, and the rule that has been found to hold good—the selling of motor cars and other expensive things evidently applies in this matter also.

## "STAR" BANDITS NEXT?

Los Angeles police are unearthing plots to kidnap movie stars and hold them for ransom. The raver who hi-jacks liquor cargoes and such have a new field of opportunity. They play hide and seek off screen heroes and heroines. That is, if the alleged bandits and the supposed victims are not working in cohorts and making and exposing plots to get some cheap publicity. It would be a courageous highwayman who undertook to steal one of these stars, and he would be supported by individuals and a singularly up-grade one who hungered for money as hunger for nobility.

If the bandits are genuine they may claim that the stars owe them something. The bandit has been a popular and immensely profitable side-kick of the film artist, and his imaginary doings have added greatly to the popularity of the art of highly satisfactory character. If a real flesh-and-blood highwayman should take it into his head to annex some of the money that has been accumulated by picturing his tribe and occupation for the public, he might well find that he had made his mark. That is why he is only collecting his share of the clean-up or levying toll for damages done to his reputation and business. And provided he exercises judgment as to which of the planets he makes off with the public may not get nearly as much excited about him as would be supposed. In fact there are quite a number of these shining ones who could be permanently stoned with small loss to either the profession or the general public.

## "SAFETY FIRST."

Eighteen small fires reported over the weeks and are warning that the summer season is a time of danger in proportion as it invites the great out-of-doors.

With the coming of fine weather and good roads every sort of conveyance that travels on wheels seems to travel them, has been got out of storage, and out of hock, the set going. Considering the number of them on the streets, and the wide variation of human mentality from excessive caution to stark idiocy, the wonder is that there are not more wrecks in a day than occur in a year. The remarkable thing is not that so many mishaps take place, but that they are so few.

That is convincing proof of the complete control for which the makers of automobiles have provided, and the almost unavoidable way in which the machine responds to the will of its drivers. It is equally strong proof that the great majority of drivers handle their cars with common sense and a proper regard for the rights of other people to the use of the highways.

To conclude, the safety of the majority, but on the part of a way to make him self disproportionately conspicuous. Many, perhaps most, of the run-ins in this city, are "accidents," collisions which occur despite the exercise of caution on the part of those in control. There are, of course, a few motorists of the other kind, but they are few, and they are to personal prudence. They are a menace to every driver, and to every pedestrian as well.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though, if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off." Nobody, of course, wants to be an "informer." But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself keep strictly to the rules of the road. But it also requires that he should compel everybody to do so.

to do the same so far as that lies within his power. Summer time is danger time on the roads. That fact cannot be abolished. But the danger can be minimized if all parties will do their driving where and how the "safety first" rule suggests.

## MORE CAMPAIGN LITERATURE.

Hon. Mr. Meighen wants the tariff revised. He wants it revised upward and made definitely and all round protectionist. And he asks the present Parliament to do it, and do it right away.

The news will hardly strike with surprise anyone who has been following the lead of the Opposition leader in the House of Commons. Whatever is to be said in condemnation of him or his policy there is no question as to the persistence with which he advocates a protective tariff. That is always the chief item in the list of things which he has to be accounted for in the House. And in the present situation he even declares that he would not approve any scheme of Empire preference "at the expense of the Canadian worker;" which in non-political language means that he would exclude any and all Empire made goods from the market, and those which are produced in Canada or might be made here under shelter of a sufficiently high tariff "wall."

The merits of his proposal aside, it would be interesting to know how or where Mr. Meighen finds authority for the present Parliament to do anything of the kind to the tariff, even if that body can be assumed to be willing. Certainly there is no warrant for the members to raise the duties deductible from the results of the last ap-

peal to the voters.

On that occasion Mr. Meighen went to the defence of the proposed protective Government, with a Parliamentary following of 120 out of 235 members. He came back at the head of 50 members, comprising the smallest of the three groups in the House. An avowedly low tariff Government came into existence, with half the members belonging to the party whose leader has said, and the 62 Progressives pledged to its support by the campaign upon which they had secured election.

There has somewhat altered these figures, but not to Mr. Meighen's advantage. When opportunity offers he likes to clear his chest by expressing views at by-elections; they have given him decision given thirteen years and a half ago, sometimes doing so in quite unlikely quarters. Parliament could not therefore boost the tariff if the members wanted to without throwing defiance in the faces of the voters of the country.

The proposal is not made with the expectation that it will be accepted, but with fore knowledge that it will be killed. But it will provide the Opposition leader and some of his lieutenants an opportunity to put into print harsard principles which may be equally profitable in some industrial constituencies. That done, the resolution will go by the board, and the House may at length get around to the freight rates question, the Peace River railway situation and other matters of prime importance which have had to stand while Opposition members filled up the pages of harsard with cam-

## Twenty Years Ago

From the Files of the Daily Bulletin, June 2, 1905

The weather: Maximum 80°; minimum 56°.

The day electric power service was commenced at noon yesterday. This service was commenced following the recommendation of the commissioners and, while it will not pay at first, it is expected that after some time enough customers will use the power in the daytime to offset the deficit.

A. Stephen has installed an electric fan in his real estate office. Several have been placed in hotels, etc., now, power will be available in the daytime for their use.

The sidewalk has been taken up along Jasper Avenue between First and Second Streets, on the south side of the avenue, to be replaced by artificial stone.

John Walter's new steamer went up to the timber limits today, taking a gang of men. The new boat has proved very satisfactory in her trial runs, making six miles an hour up stream.

The cut worms is reported to have done damage in some districts. Its presence is said to be due to the continued dry weather. It is claimed that very heavy showers will extinguish the pest. A Calgary exchange says that the worms have appeared in the gardens in that vicinity.

Advertisement: Wanted—A situation by a Scotchman of mature years, who has been a resident of Alberta for several years. Knows a good deal about land and sheep has taken his share of work on ranches; has been and is one of the men of a model hotel; acquainted with commercial bookkeeping. Holds letter of reference from a former Governor-General of the Dominion of Canada, and those who are allowed to ask for references. Former employer in Canada has given a certificate to another, satisfied with the services. The advertiser is not afraid to work manual or otherwise, but situation should be of some trust. Apply Box — Bulletin.

## ECHOES OF THE PAST

Vancouver Sun: Germany may be in better fix than anybody supposed, but anybody can have our marks at par.

Toronto Globe: Sir John Aldred returns from the Canadian West with a cheerful story. But Sir John is a banker, not a politician out of office.

ECHOES OF THE PAST

Vancouver Sun: All that a wave of prosperity means to most of us is the privilege of watching others buy better cars.

Ottawa Journal: When the late Rider Haggard wrote "She Who Must Be Obeyed," everybody thought the story would be about an old-fashioned mother with a sharp tongue.

Toronto Globe: Ramsey MacDonald says that when he was well-reared trowsers the police partly complain that he is untrue to his caste, for labor trowsers should be the best. On the other hand, if he doesn't have them good, he is not fit to be a member of social gathering, that other guests think him an unshaven horse. Ramsey will have to take to moccasins or buckskins. As a Scot and a garter, either should be easy.

Good citizenship demands that one should himself keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly to the rules of the road. But it also requires that he should compel everybody

to do so.

It is the business of the police to either bring these exceptions into obedience to the law or to put them in the dock. What sometimes is easier said than done. It would be nice, though,

if drivers who have regard to their lives, and their cars would cooperate with the police and report those who persist in using the thoroughfares as "pedways or places to "show-off."

Nobody, of course, wants to be an "informer."

But it is better to be a live informer than a dead victim of some manslaughter.

Good citizenship demands that one should himself

keep strictly



# SPORT PAGE

EDITED BY KEN McCONNELL



## CENTRALS WIN HECTIC BALL GAME FROM RADIALS, 11-9

**No Less Than Fifteen Errors Made in Nine Innings—Winners Treat Two Pitchers Very Roughly—Ruthian Swats by Horne and G. Pettis.**

Before a small but enthusiastic crowd the Central Garage senior Amateur Baseball club defeated the Radials in a scheduled fixture that was played at Diamond Park last night, by the score of 11 to 9.

Up to date the teams in the amateur loop have not been playing the class of baseball that is necessary before they can hope to have their games well patronized. Too many errors have occurred in the five games that have been played this year and something will have to be done by the managers of the different clubs or the league will most certainly not be a success.

### Fifteen Errors Made.

In last night's fixture no less than fifteen errors were credited to the Radials and nine to the Centrals. Despite the many mis-cues made on the diamond the game was not a bad one, but it was not due to good baseball playing on the part of the athletic contestants.

The difference is in excellent shape and there is no reason in the world why the men playing should be making so many errors. Practices have to be more frequent and more often or else the players will continue to make costly mistakes at the most important moments.

The Radials jumped into the lead from the start of last night's game and when the third inning arrived Archie Pettis' home run was cut in front by the score of 5 to 4.

### Score Four Runs.

In the fourth inning, however, the Radials got in another. Four runs were scored, Skitch, first up, driving in a run with a single to center to score on a passed ball. George Horne missed the throw, skitch took off running and with a speed of speed stepped on second. Spencey, second, third man up in the inning was also walked and when he reached first with the necessary bunt when he connected for one of Mr. Pettis' offerings, the Radials had four runs.

For the next two innings the Radials added two more runs, with Skitch, Gentry and Spencer scoring. Billie Thompson, the Centrals' choice, Carrigan to Horne and Dugan to Radicals, reached base. With Dugan on third, Thompson drove in two to right field and the fourth run of the game was scored when Horne grounded out, Carrigan to Horne and Wilson went out to Lobbick to Horne.

The Centrals needed one run in the seventh to tie the score and after being held up at the plate by a single marker they stepped out and made another hectic inning.

**HARRY PETTIS GOT TO HIT.** When Spencey drove in Sammy Thompson to make it 11-9, Harry Pettis scored on his own error. He had reached third on the play to catch the ball and when he turned in he threw the ball back to Dugan who received it too late to catch. Roger Gentry was the only other player to make an error in the game.

**THREE HITS FOR ROSENBERG.** The Edmonton Club will hold its annual weekly shoot at their Club grounds, Portage Avenue, to-night at 6.30 p.m.

### FORGOTTEN DAYS BROUGHT BACK



Dave Bancroft, manager-player of the Boston Braves, gets a lesson on how to make "knuckles" when Jack Walkenstein, marble champion of Malden, Mass., shows him how.

**B.C. Special**

**OLD RYE WHISKY**

A pure Rye of Superior Quality

BOTTLED IN BOND UNDER GOVERNMENT SUPERVISION

**325 PER BOTTLE**

**EXTRA**

**Canadian Whisky**

**Special**

**Old Rye Whisky**

**325 PER BOTTLE**

This advertisement is not inserted by the Alberta Liquor Control Board or by the Government of the Province of Alberta.

## HOLD RACES AT THORNCLIFFE

### Handicap With Purse of \$2,500 Added, is the Important Feature.

TORONTO, June 1.—Racing in Thorncliffe Park, a crowd of about nine thousand was on hand to witness the first meeting of the Thorncliffe Handicap, a mile and a half race, offered a purse of \$2,500.

The Thorncliffe Handicap and a mile and a half race card and was won by Thos. Thomasine.

First Race, claiming, purse \$1,000, 2-year-olds and up, 1 1/2 miles.

Second Race, claiming, purse \$1,000, 2-year-olds and up, one mile and sixteen:

Third Race, claiming, purse \$1,000, 2-year-olds and up, one mile and sixteen:

Fourth Race, claiming, purse \$1,000, 2-year-olds and up, one mile and sixteen:

Fifth Race, the Thorncliffe Handicap, 2-year-olds and up, one and one-sixteenth:

Sixth Race, claiming, purse \$1,000, 2-year-olds and up, one and one-sixteenth:

Seventh Race, claiming, purse \$1,000, 2-year-olds and up, one and one-sixteenth:

Owosso, third, 2-year-olds, Valentine, Time—1:47.

First Race, 100 yards, Valentine, Time—1:44.5.

Second Race, 100 yards, Valentine, Time—1:44.5.

Third Race, 100 yards, Valentine, Time—1:44.5.

Fourth Race, 100 yards, Valentine, Time—1:44.5.

Fifth Race, 100 yards, Valentine, Time—1:44.5.

Sixth Race, 100 yards, Valentine, Time—1:44.5.

Seventh Race, 100 yards, Valentine, Time—1:44.5.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

This race, won, Van Patrick, 140 lbs.

First Race, won, Van Patrick, 140 lbs.

Second Race, won, Van Patrick, 140 lbs.

Third Race, won, Van Patrick, 140 lbs.

Fourth Race, won, Van Patrick, 140 lbs.

Fifth Race, won, Van Patrick, 140 lbs.

Sixth Race, won, Van Patrick, 140 lbs.

Seventh Race, won, Van Patrick, 140 lbs.

## Rates For Bulletin Classified Ads

A Cent a Word a Day  
5 Cents a Word a Week

### AGREEMENTS OF SALE

ADVISORY OF SALE AND PURCHASE OF MORTGAGES PURCHASED, MORT & MARTIN LTD., TORONTO BLDG. PHONE 2224.

### APARTMENTS TO LET

ONE 2 ROOM, AND ONE 3 ROOM, furnished suites, like all modern, \$8.00 to \$10.00. B-9

### HOMEKEEPING APARTMENTS, 2 ROOM

homekeeping suites, 2 room, \$8.00 to \$10.00, 3 room, \$10.00 to \$12.00, every room, 3 minutes from downtown, phone 2224.

### ARCHITECTS

ALFRED L. CALDWELL, REGISTERED ARCHITECT, Suite 1004, 1000 Yonge St. Phone 4774.

### AUCTIONEERS

JOHN H. AUCTIONER, GIVES EXPERT AUCTIONEERING SERVICE, THE RESULT OF STUDY AND PRACTICE FOR OVER 20 YEARS. EXPERT IN FARM EQUIPMENT, BUILDINGS, ETC. THE AUCTION IS HELD ON THE PREMISES. Phone 344-3444.

### ARCHITECTS

JOHN H. CALDWELL, REGISTERED ARCHITECT, Suite 1004, 1000 Yonge St. Phone 4774.

### AUTOMOBILES

FOR SALE—ONE CADILLAC AUTOMOBILE. Reseller—John G. Smith, 1000 Yonge St., Toronto. Price \$2,750. Damage, 10th street, on June 1st. Phone 2224.

FORD PARTS, NEW AND USED parts at half price. Salvage Yards. B-1

### USED CARS

Cadillac 8-cylinder, 1915 model in best of condition. \$1,500.00. It's a snap.

McLaughlin Motor Car Company, Limited, McT-7.

### HOTELS

HOTEL HAPPY AND CONTENTED—STOP at the Castle Hotel. Rates 75 cents to \$1.00.

COLEMAN HOTEL, 1045 DUNLEATHY AVENUE—keeping rooms. C-9

GOOD ROOMS FROM \$1 UP ALBERTA HOTEL, 1045 DUNLEATHY AVENUE—Elevator service. Automobile service. A-1

PARK HOTEL, MAINTAINS HOTEL AND RESTAURANT ON THE HILL AND ONE block north, and one block west of the hill, has been heated, has electric lights, take in comfort. P-4

### INSURANCE

ALL BRANCHES OF INSURANCE ARE REPRESENTED BY H. M. MCNAUL, 1045 DUNLEATHY AVENUE. M-2

### BARRISTERS

BROWN & BUCHANAN, BARRISTERS—Edward Brice, N. V. Buchanan, Esq. Tel. 2224. Money to loan. B-8

### CORNET & HARPER, BARRISTERS

Tom Taylor Hill, Phone 1225. Office—Salmon Arm, B.C. and Kamloops, C-12

### DAWSON, R. MACMILLAN, BARRISTERS

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. D-3

### EMERY, NEWELL, FORD & LINDSAY

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5161. D-7

### GIRoux, FRASER & MORAN, ATTORNEYS

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 6222. G-3

### GRIBBLE, CONNOR & CO., BARBERS

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 6222. G-6

### GRATZ & NEARNE, BARRISTERS

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 6222. G-7

### MACDONALD, C. T. DAY, BARRISTERS

Soldier's Home, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5161. M-2

### MUSTARD & DAY, BARRISTERS

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. M-7

### REA, MCGOWAN, BARRISTER, SOLICITOR

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. R-2

### RICHARDSON, WINKLER, HANSON &

WILSON, BARRISTERS, Solvers, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. R-2

### WALSH, JONES & LAWRENCE, LAWYERS

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. R-3

### WOODS, FIELD, MACLACHLAN,

CHALG, Barristers, Solicitors, Notaries Public, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. R-3

### YOUNG & HIGGINS, BARRISTERS AND

SOLICITORS, Royal York Bldg., Phone 5172. Y-2

### BOILER REPAIRING

STEWART, J. A., ENGINEER, 10124 EAST 10TH AVENUE, Bldg. 1000, Block, Phone 5222. A-4

### CHIMNEY SWEEPS

CHIMNEY, FURNACES, SMOKE AND DRAFT REPAIRS, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. G-6

### CLEANING AND DYEING

EXPERT WORKMANSHIP AND EFFICIENT SERVICE, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. G-6

### CHIROPRACTIC

DR. C. CHAPTS, L.C. Sc. Co. CHIROPRACTIC SPECIALIST, Room 2, Bldg. 1000, Block, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. C-19

### DENTISTS

DUNSWORTH, D. M., DENTAL SURGEON, gen. & orthodontic, Graduate of Dentist, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. D-7

### DR. S. M. SHREWDON, DENTIST

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. M-3

### DR. L. M. MACLAURIN, DENTAL SURGEON, Dental X-ray and Gas equipment, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. W-2

### ELCTRICAL CONTRACTORS

RESCROFT ELECTRIC, ELECTRICIAN, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-5

### COLIN ALLAN, EXPERT ELECTRIC

SAFETY INSPECTOR, Phone 4811, Bldg. 1000, Block, Phone 5222. B-5

### ELECTRIC WELDING

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-5

### FARM LANDS

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-5

### FURNITURE

ASHBURY EXCHANGE DEALER IN FURNITURE, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-5

### FOR SALE, MISCELLANEOUS

A USED COTTAGE SIZE PIANO \$125.00. Good condition, good action, good keys, Steinway & Sons, Ltd., 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### ALL OUR GOODS ARE MARKED AT COST, PRICES PAYABLE IN ALL CASES

FOR SALE, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### FLORISTS

KERRISON & ADAMS, SUCCESSES TO THE EMPIRE FLOWER CO., LTD., 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### FLORAL SHOP

TRACTOR, GASOLINE ENGINES & INDUSTRIAL EQUIPMENT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### ROOMS—FURNISHED

ANDREW'S HOUSEKEEPING SUITE, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### RADIO

NOW AT OUR NEW LOCATION PERSON Typewriter & Radio 1047, Bldg. 1000, Block, Phone 5222. B-7

### REPAIR SHOP

EXCEPTIONALLY NICE P. FRONT TRACTOR, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### ROOMS—FURNISHED

ANDREW'S HOUSEKEEPING SUITE, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### RUBBER STAMPS

CONGRANOL, INCORPORATED, LTD., 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SEWING METAL WORKS

BARRY STITCH, LTD., 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SOFT METAL WORKS

NO. 2001, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SOFT METAL WORKS

NO. 2001, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SUPPLY

1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SECOND HAND GOODES

BLAW & CO.—CANADIAN PAID FOR YOUR UNUSUED Clothing, Men's Suits, Specialty Goods, etc. 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—MALE

BAILEY, JOHN, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7

### SELLER WANTED—FEMALE

STANLEY, ROBERT, 1045 DUNLEATHY AVENUE, Bldg. 1000, Block, Phone 5222. B-7



## Footlights And Films

### WONDERFUL FEATURE PLAYING AT EMPRESS

The public has recently seen reconstructions of old-time naval warfare on the film in the "Sea Hawk" and "Captain Blood."

At the Al. G. Barnes theatre, from today to Friday there is on view a filmization of one of the greatest modern naval exploits. The British patriotic film "Zeebrugge" comes magnificently reconstructed of the very brilliant enterprise which in 1917 resulted in the destruction of the main bases from which Germany conducted her barbarous "U-boat" warfare.

It is a true story of the men supplied by Commander Bruce, D.S.O., D.F.C., R.N., Captain V. V. Bramble, and verified by officers who took part in the action. From start to finish it is a gripping drama. The picture, taken from a "U"-boat, shows the actual scene of the sinking of British man-of-war.

The film "Zeebrugge" has been declared to be the most accurate and absolutely true to the facts of the raid as carried out on the morning of May 31, 1917, by the Royal Navy. It is claimed by every critic as the greatest dramatic masterpiece ever seen on the screen.

The picture holds the record of being the only film so far that has been patronized by Their Majesties King and Queen.

In the making of the film, the Admiralty not only gave the use of the ships of the Royal Navy, but also lent the men of the fleet on its own.

It is a real war because the rates of pay and expenses were the same.

Everything has therefore been done to make the picture a true record of one of the most glorious episodes in the history of any navy.

## EDMONTON SATURDAY JUNE 6



Grand Stand Chair Seats  
— on sale at —  
MIKE'S NEWS STAND

## EMPEROR

INDUSTRIAL FAMOUS CANADIAN CORPORATION LIMITED

EMPRESS

INDUSTRIAL FAMOUS CANADIAN CORPORATION LIMITED